

from the start, because it is a proven system working regularly elsewhere. For a very long time indeed all sorts of other ideas were tried out, and now Lorenz is to be the system after all.

Last week a number of prominent British travel agents went to Scandinavia, the original home of the Skål Club, "Skål" being the Scandinavian equivalent of "cheerio." The club is composed mainly of travel agents who are especially interested in air and of aviation people especially

interested in travel agents being especially interested in the air business. When spoken (or yelled) it sounds like "scald"—a not unnecessary warning, one might suppose, to one about to empty a glass of Swedish schnapps down a tender throat. Anyway, the club has grown into such a success that it held an International Congress from September 17 to 19 in Stockholm, and there are rumours that the Lord Mayor of London has accepted high office with it.

A. VIATOR.

### More Shipping Interest

DAVID MACBRAYNE, the well-known Scottish steamer and coach concern, it is reported, are considering the establishment of air services between Glasgow and the Western Isles. An official of the firm has said that plans were being discussed and that an official announcement would be made shortly.

### An Iraqi Air Service

THE Iraqi Economic Council has decided to establish an air service company with Iraqi capital. It is intended that the company shall operate an internal service linking up the principal towns of Iraq. There will also be two services operating between Baghdad and points on the Mediterranean coast. The Iraq Government will subscribe 51 per cent. of the share capital of the company, the programme of which will include the opening of a flying school to train commercial pilots. It is intended, if all goes well, to admit twenty students to the school each year.

### Perth's Radio

ANOTHER short-range D/F station has been established—this time at Perth airport, which is managed by Airwork for the Perth corporation. The call signs are "GJJ" and "Perth," and the frequencies are 333 kc/s (900 m.) for reception and 336 kc/s (893 m.) for transmission.

On September 10, Railway Air Services made an experimental flight from Renfrew (Glasgow) to Perth, though it is unlikely that a regular service between Renfrew, Perth and Inverness will be started until next year, when the aerodrome at Inverness may be enlarged and equipped with D/F facilities.

### And Now Newcastle

A D/F radio station is now in course of erection at Woosington, Newcastle-upon-Tyne, and night landing equipment is also being installed. Meanwhile, the 75-foot transmitting masts, situated 500 yards north of the eastern boundary, and the aerodrome buildings are fitted with the necessary obstruction lights, though only the latter are in action. Money flares can at present be put out, pending the completion of the flood-lighting equipment and hurricane lanterns can be hoisted on the radio masts.

### Disposable Load?

AN unusual charge was brought against a joy-ride passenger in Scotland recently. The story sounds rather entertaining in the standard court-report jargon in which we received it, and we therefore give it unabridged and unaltered in that form:

*Scots Air Passenger Charged.*—An alleged incident in an aeroplane flying over Kirkcaldy was mentioned in an unusual charge brought against a Kirkcaldy barman at Cupar Sheriff Court on Monday. He was James Allison, c/o Moir, 1, Gourlay Street, Kirkcaldy, and he pleaded not guilty to a contravention of the Air Navigation (Consolidation) Order, 1923. Trial was fixed for October 23rd.

The complaint bore that on 25th August while a passenger on an aircraft, registered letters G-ACAD, in the course of a flight over Kirkcaldy, and commencing and terminating at a temporary aerodrome on Chapel Farm, Kirkcaldy, he threw overboard from the aircraft a quantity of paper sheets, which became entangled with the tail plane, controls, rudder cable, and elevators of the aircraft, and imperilled the safety of the aircraft, and of Pauline Mary de Peanly Gower, Sandown Court, Tunbridge Wells, pilot of the aircraft, and David Moir, miner, 1, Gourlay Street, Kirkcaldy, who was then a passenger in the aircraft.

Mr. J. McGregor, Kirkcaldy, appealed as a friend of the prisoner for his release on his own recognisances. The accused, he said, was a resident in Kirkcaldy, and there was no reason to assume that he would not appear for his trial. The Sheriff, however, fixed bail at £5.

### Swissair's Winter Schedule

IN *Flight* of September 17, various details were given of Swissair's plans for the coming winter. An unfortunate little error appeared in the second paragraph, where it was stated that from October 5 to December 12 the Zurich service would be operated on week-ends only. This should, obviously, have read "on week-days only."

### Passengers Across the Pacific

ACCORDING to the *Daily Telegraph*, Pan-American Airways will start a regular passenger service from San Francisco to Manila on Wednesday, October 21. Three Martin boats will be used, and the 8,200-mile trip, with stops at Honolulu, Midway Island, Wake Island and Guam, will be scheduled to take six days. The passengers will spend twenty-four hours in Honolulu on the way.

### The Gatwick Accident

THE chief pilot of British Airways, Capt. W. F. Anderson, and two members of the crew were killed last week when a D.H.86 carrying the night mail to Germany crashed soon after taking off from Gatwick airport. Until the inquest has been held and an investigation made, it is impossible to guess at the cause of this disaster, but there appears to be no doubt that the machine turned through 180 degrees immediately after leaving the airport, lost height, and hit a tree. There is no suggestion of mechanical failure, though it is possible that the rudder control was accidentally interfered with at the critical moment after the take-off.

### Air France's Winter

THE Air France timetables for the winter have not yet been issued, but the main features may be summarised as follows: Instead of two services to Paris daily, as last winter, there will be three, and the four services of the summer timetable will be restored on March 1, 1937.

The winter services to and from Geneva have been adjusted to connect with winter sports trains to Villar and other resorts. The daily service to Copenhagen is to continue throughout the winter. There has been a deviation from the normal route to Casablanca to avoid passing over the Straits, so that, instead of touching at Tangier after leaving Barcelona, calls are made at Oran and Fez.



TELLING CANADA: An impression of part of Imperial Airways' special show at the Canadian National Exhibition at Toronto. Canadian Airways, of course, participated with a certain amount of material.